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(54) **COORDINATED ENGINE TORQUE CONTROL**

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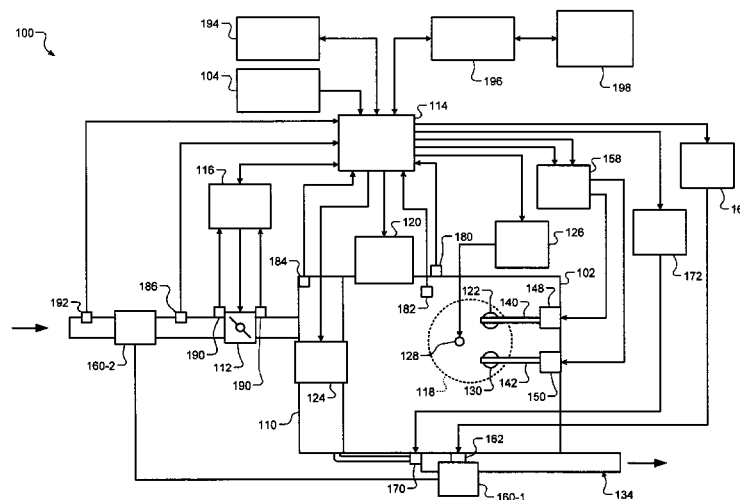
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(57) **ABSTRACT**

A control system for an engine includes a target air per cylinder (APC) module, a target area module, and a phaser scheduling module. The target APC module determines a target APC based on a target spark timing, a target intake cam phaser angle, and a target exhaust cam phaser angle. The target area module determines a target opening of a throttle valve of the engine based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle. The target area module controls the throttle valve based on the target opening. The phaser scheduling module determines the target intake and exhaust cam phaser angles based on the target APC. The phaser scheduling module controls intake and exhaust cam phasers of the engine based on the target intake and exhaust cam phaser angles, respectively.

20 Claims, 4 Drawing Sheets



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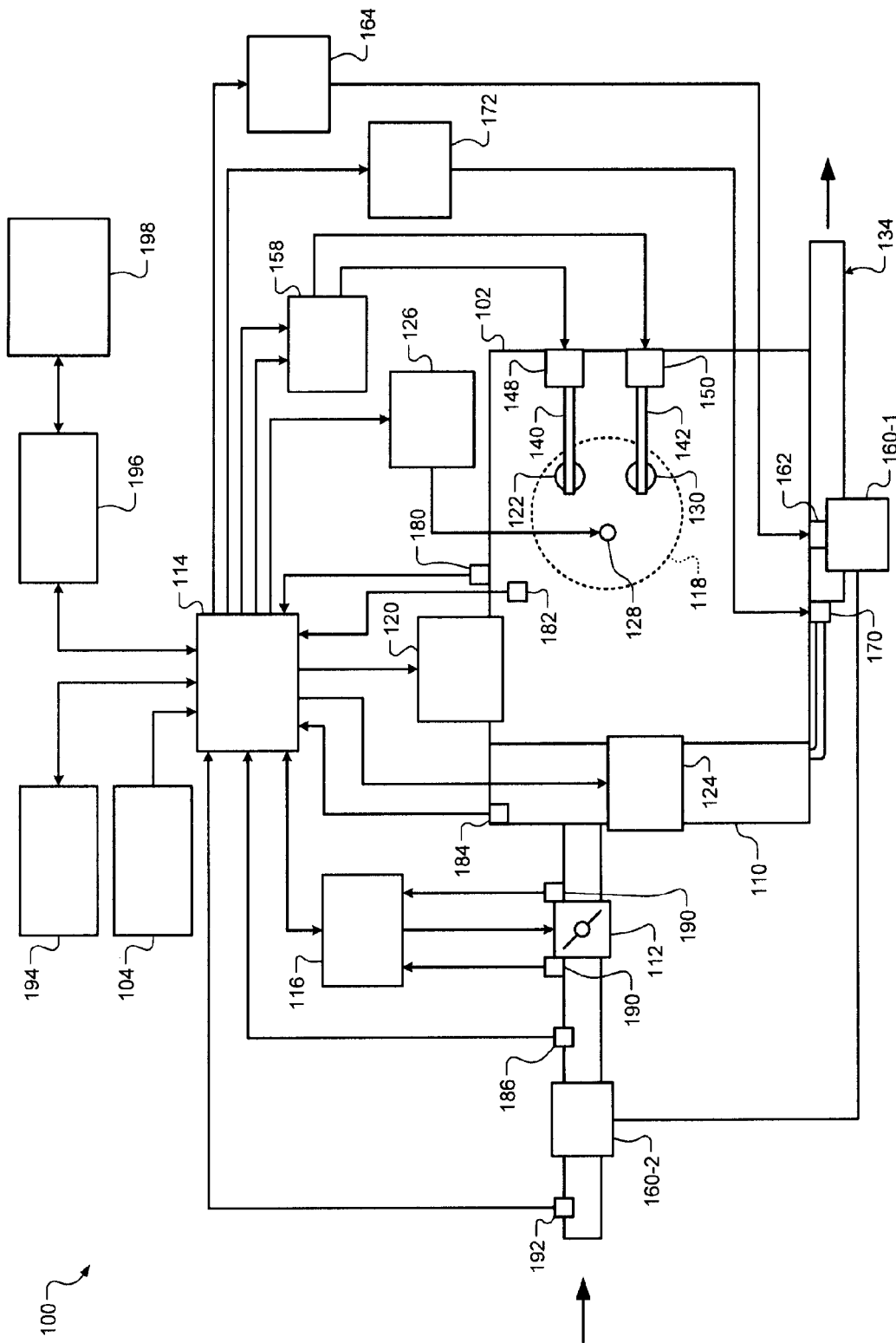


FIG. 1

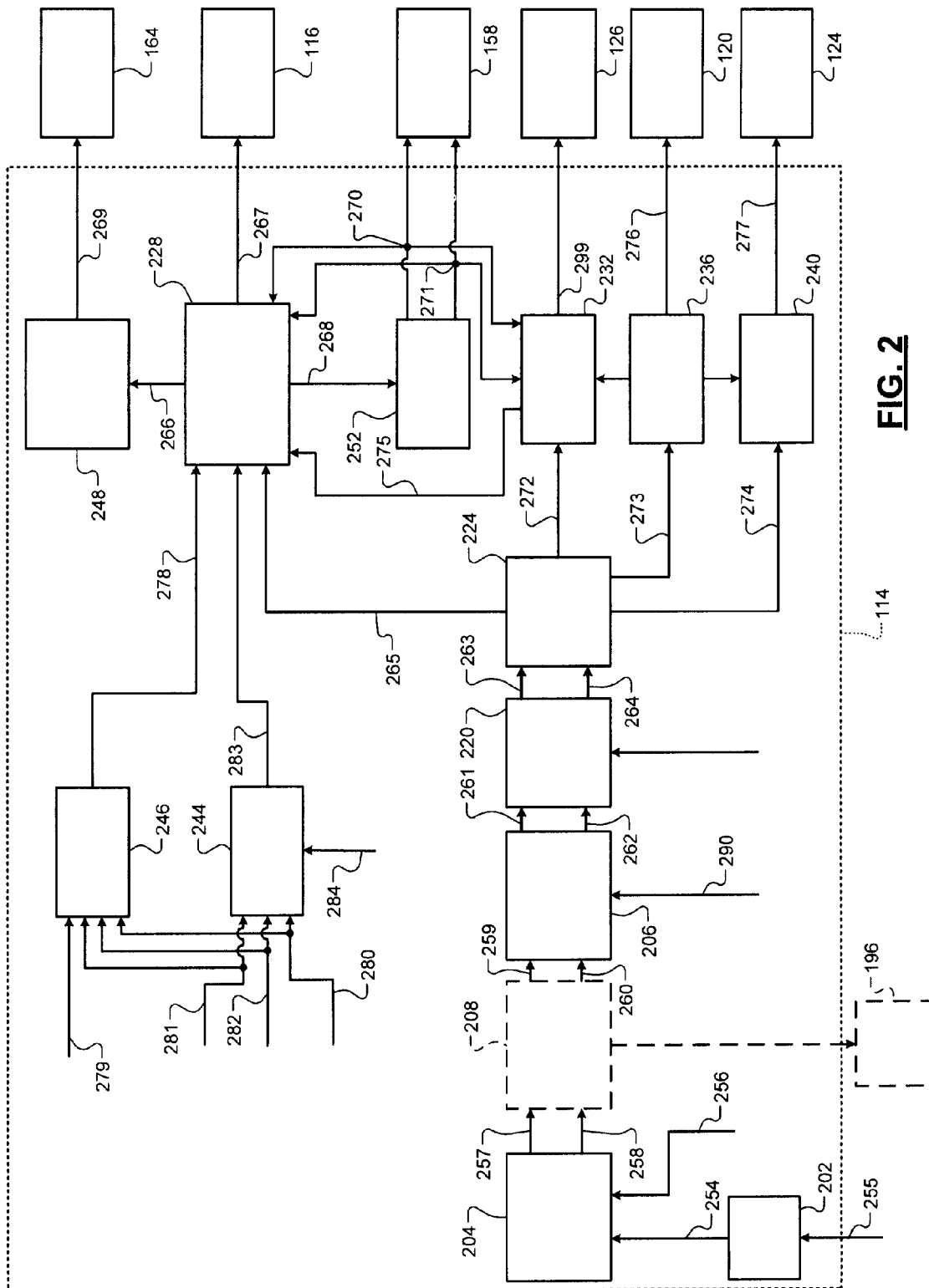


FIG. 2

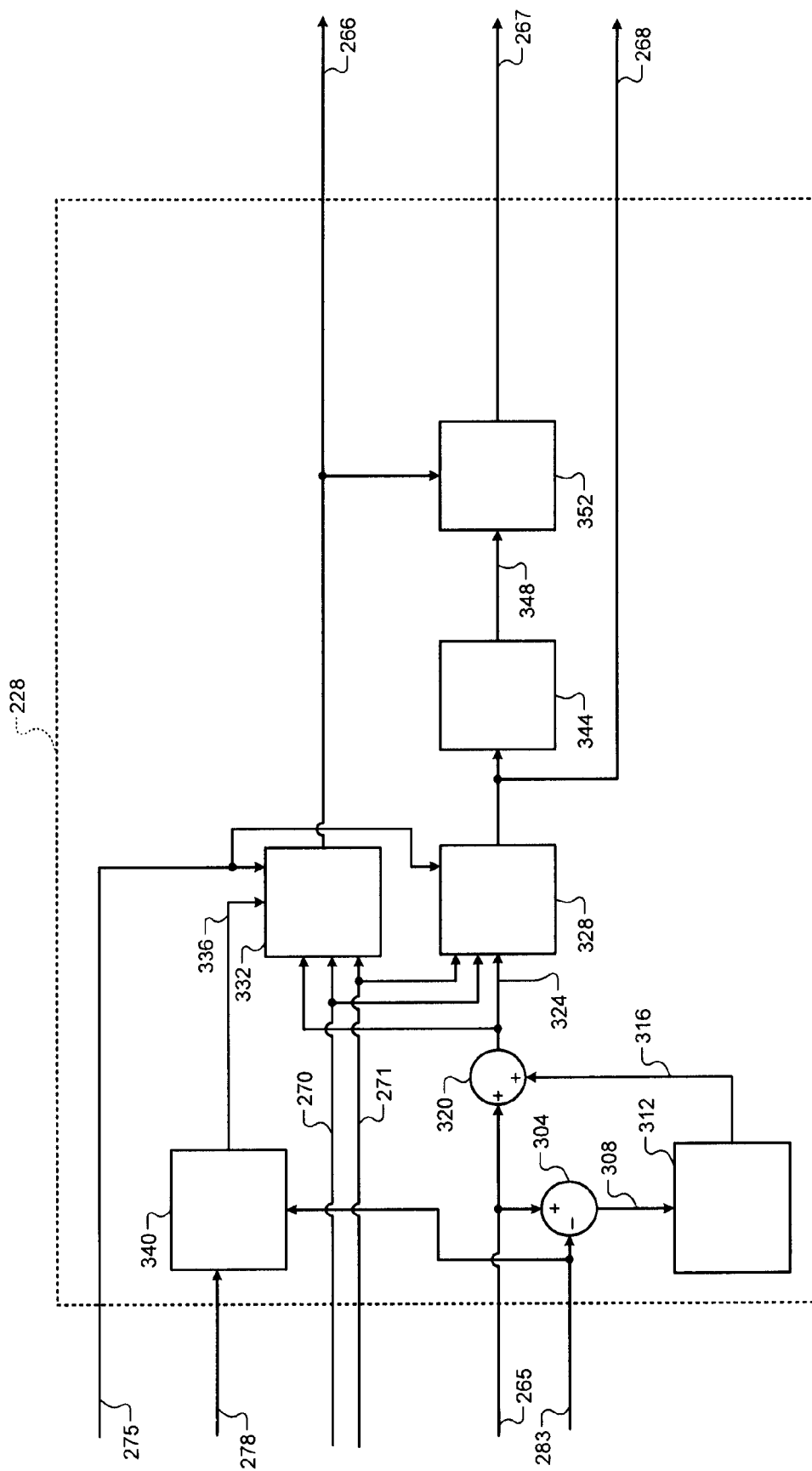


FIG. 3

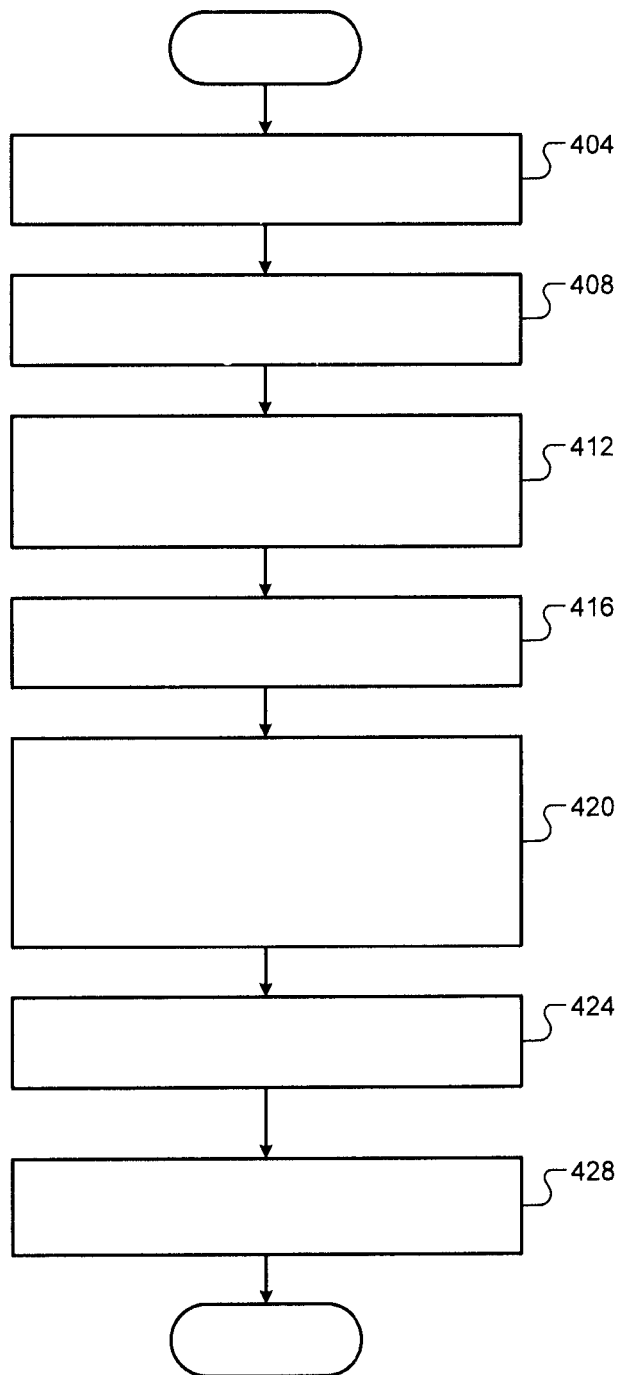


FIG. 4

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COORDINATED ENGINE TORQUE CONTROL

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is related to U.S. patent application Ser. No. 13/613,683, which is filed on Sep. 13, 2012. The disclosure of the above application is incorporated herein by reference in its entirety.

FIELD

The present disclosure relates to internal combustion engines and more particularly to control systems and methods for vehicles.

BACKGROUND

The background description provided herein is for the purpose of generally presenting the context of the disclosure. Work of the presently named inventors, to the extent it is described in this background section, as well as aspects of the description that may not otherwise qualify as prior art at the time of filing, are neither expressly nor impliedly admitted as prior art against the present disclosure.

Internal combustion engines combust an air and fuel mixture within cylinders to drive pistons, which produces drive torque. Air flow into the engine is regulated via a throttle. More specifically, the throttle adjusts throttle area, which increases or decreases air flow into the engine. As the throttle area increases, the air flow into the engine increases. A fuel control system adjusts the rate that fuel is injected to provide a desired air/fuel mixture to the cylinders and/or to achieve a desired torque output. Increasing the amount of air and fuel provided to the cylinders increases the torque output of the engine.

In spark-ignition engines, spark initiates combustion of an air/fuel mixture provided to the cylinders. In compression-ignition engines, compression in the cylinders combusts the air/fuel mixture provided to the cylinders. Spark timing and air flow may be the primary mechanisms for adjusting the torque output of spark-ignition engines, while fuel flow may be the primary mechanism for adjusting the torque output of compression-ignition engines.

Engine control systems have been developed to control engine output torque to achieve a desired torque. Traditional engine control systems, however, do not control the engine output torque as accurately as desired. Further, traditional engine control systems do not provide a rapid response to control signals or coordinate engine torque control among various devices that affect the engine output torque.

SUMMARY

A control system for an engine includes a target air per cylinder (APC) module, a target area module, and a phaser scheduling module. The target APC module determines a target APC based on a target spark timing, a target intake cam phaser angle, and a target exhaust cam phaser angle. The target area module determines a target opening of a throttle valve of the engine based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle. The target area module controls the throttle valve based on the target opening. The phaser scheduling module determines the target intake and exhaust cam phaser angles based on the target APC. The phaser scheduling module controls

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intake and exhaust cam phasers of the engine based on the target intake and exhaust cam phaser angles, respectively.

A control method for an engine, includes: determining a target air per cylinder (APC) based on a target spark timing, a target intake cam phaser angle, and a target exhaust cam phaser angle; determining a target opening of a throttle valve of the engine based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle; and controlling the throttle valve based on the target opening. The control method further includes: determining the target intake and exhaust cam phaser angles based on the target APC; and controlling intake and exhaust cam phasers of the engine based on the target intake and exhaust cam phaser angles, respectively.

Further areas of applicability of the present disclosure will become apparent from the detailed description provided hereinafter. It should be understood that the detailed description and specific examples are intended for purposes of illustration only and are not intended to limit the scope of the disclosure.

BRIEF DESCRIPTION OF THE DRAWINGS

The present disclosure will become more fully understood from the detailed description and the accompanying drawings, wherein:

FIG. 1 is a functional block diagram of an example engine system according to the present disclosure;

FIG. 2 is a functional block diagram of an example engine control system according to the present disclosure;

FIG. 3 is a functional block diagram of an example air control module according to the present disclosure; and

FIG. 4 includes a flowchart depicting an example method of controlling a throttle valve, intake and exhaust cam phasers, a wastegate, and spark timing according to the present disclosure.

DETAILED DESCRIPTION

An engine control module (ECM) controls torque output of an engine. More specifically, the ECM controls actuators of the engine based on target values, respectively, to produce a target engine torque output. For example, the ECM controls spark timing based on a target spark timing, intake and exhaust cam phasers based on target intake and exhaust cam phaser angles, a throttle valve based on a target opening, and a wastegate of a turbocharger based on a target wastegate duty cycle.

The ECM determines the target intake and exhaust cam phaser angles based on a target mass of air per cylinder (APC). The ECM determines the target wastegate duty cycle based on a target manifold pressure. The ECM determines the target opening based on a target mass air flowrate (MAF) into the engine. The ECM may determine the target APC, the target manifold pressure, and the target MAF based on an actual spark timing and actual intake and exhaust cam phaser angles.

The ECM of the present application, however, determines the target APC, the target manifold pressure, and the target MAF based on the target spark timing and the target intake and exhaust cam phaser angles. This may minimize a delay between when a change in the target engine torque output is requested and when the change occurs. A fuel consumption decrease may also be realized when the target values are used as airflow into the engine may be decreased during the response to the change.

Referring now to FIG. 1, a functional block diagram of an example engine system 100 is presented. The engine system 100 includes an engine 102 that combusts an air/fuel mixture to produce drive torque for a vehicle based on driver input from a driver input module 104. Air is drawn into an intake manifold 110 through a throttle valve 112. For example only, the throttle valve 112 may include a butterfly valve having a rotatable blade. An engine control module (ECM) 114 controls a throttle actuator module 116, which regulates opening of the throttle valve 112 to control the amount of air drawn into the intake manifold 110.

Air from the intake manifold 110 is drawn into cylinders of the engine 102. While the engine 102 may include multiple cylinders, for illustration purposes a single representative cylinder 118 is shown. For example only, the engine 102 may include 2, 3, 4, 5, 6, 8, 10, and/or 12 cylinders. The ECM 114 may instruct a cylinder actuator module 120 to selectively deactivate some of the cylinders, which may improve fuel economy under certain engine operating conditions.

The engine 102 may operate using a four-stroke cycle. The four strokes, described below, may be referred to as the intake stroke, the compression stroke, the combustion stroke, and the exhaust stroke. During each revolution of a crankshaft (not shown), two of the four strokes occur within the cylinder 118. Therefore, two crankshaft revolutions are necessary for the cylinder 118 to experience all four of the strokes.

During the intake stroke, air from the intake manifold 110 is drawn into the cylinder 118 through an intake valve 122. The ECM 114 controls a fuel actuator module 124, which regulates fuel injection to achieve a target air/fuel ratio. Fuel may be injected into the intake manifold 110 at a central location or at multiple locations, such as near the intake valve 122 of each of the cylinders. In various implementations (not shown), fuel may be injected directly into the cylinders or into mixing chambers associated with the cylinders. The fuel actuator module 124 may halt injection of fuel to cylinders that are deactivated.

The injected fuel mixes with air and creates an air/fuel mixture in the cylinder 118. During the compression stroke, a piston (not shown) within the cylinder 118 compresses the air/fuel mixture. While not shown, the engine 102 may be a compression-ignition engine, in which case compression within the cylinder 118 ignites the air/fuel mixture. Alternatively, as shown, the engine 102 may be a spark-ignition engine, in which case a spark actuator module 126 energizes a spark plug 128 in the cylinder 118 based on a signal from the ECM 114, which ignites the air/fuel mixture. The timing of the spark may be specified relative to the time when the piston is at its topmost position, referred to as top dead center (TDC).

The spark actuator module 126 may be controlled by a timing signal specifying how far before or after TDC to generate the spark. Because piston position is directly related to crankshaft rotation, operation of the spark actuator module 126 may be synchronized with crankshaft angle. The spark actuator module 126 may halt provision of spark to deactivated cylinders. Generating spark may be referred to as a firing event. The spark actuator module 126 may have the ability to vary the timing of the spark for each firing event. The spark actuator module 126 may vary the spark timing for a next firing event when the spark timing is changed between a last firing event and the next firing event.

During the combustion stroke, the combustion of the air/fuel mixture drives the piston away from TDC, thereby driving the crankshaft. The combustion stroke may be defined as the time between the piston reaching TDC and the time at which the piston reaches bottom dead center (BDC). During the exhaust stroke, the piston begins moving away from BDC

and expels the byproducts of combustion through an exhaust valve 130. The byproducts of combustion are exhausted from the vehicle via an exhaust system 134.

The intake valve 122 may be controlled by an intake camshaft 140, while the exhaust valve 130 may be controlled by an exhaust camshaft 142. In various implementations, multiple intake camshafts (including the intake camshaft 140) may control multiple intake valves (including the intake valve 122) for the cylinder 118 and/or may control the intake valves (including the intake valve 122) of multiple banks of cylinders (including the cylinder 118). Similarly, multiple exhaust camshafts (including the exhaust camshaft 142) may control multiple exhaust valves for the cylinder 118 and/or may control exhaust valves (including the exhaust valve 130) for multiple banks of cylinders (including the cylinder 118). The cylinder actuator module 120 may deactivate the cylinder 118 by disabling opening of the intake valve 122 and/or the exhaust valve 130. In various other implementations, the intake valve 122 and/or the exhaust valve 130 may be controlled by devices other than camshafts, such as camless valve actuators.

The time when the intake valve 122 is opened may be varied with respect to piston TDC by an intake cam phaser 148. The time when the exhaust valve 130 is opened may be varied with respect to piston TDC by an exhaust cam phaser 150. A phaser actuator module 158 may control the intake cam phaser 148 and the exhaust cam phaser 150 based on signals from the ECM 114. When implemented, variable valve lift (not shown) may also be controlled by the phaser actuator module 158.

The engine system 100 may include a boost device that provides pressurized air to the intake manifold 110. For example, FIG. 1 shows a turbocharger including a hot turbine 160-1 that is powered by hot exhaust gases flowing through the exhaust system 134. The turbocharger also includes a cold air compressor 160-2 that is driven by the turbine 160-1. The compressor 160-2 compresses air leading into the throttle valve 112. In various implementations, a supercharger (not shown), driven by the crankshaft, may compress air from the throttle valve 112 and deliver the compressed air to the intake manifold 110.

A wastegate 162 may allow exhaust to bypass the turbine 160-1, thereby reducing the boost (the amount of intake air compression) provided by the turbocharger. The ECM 114 may control the turbocharger via a boost actuator module 164. The boost actuator module 164 may modulate the boost of the turbocharger by controlling opening of the wastegate 162. In various implementations, multiple turbochargers may be controlled by the boost actuator module 164. The turbocharger may have variable geometry, which may be controlled by the boost actuator module 164.

An intercooler (not shown) may dissipate some of the heat contained in the compressed air charge, which is generated as the air is compressed. The compressed air charge may also have absorbed heat from components of the exhaust system 134. Although shown separated for purposes of illustration, the turbine 160-1 and the compressor 160-2 may be attached to each other, placing intake air in close proximity to hot exhaust.

The engine system 100 may include an exhaust gas recirculation (EGR) valve 170, which selectively redirects exhaust gas back to the intake manifold 110. The EGR valve 170 may be located upstream of the turbocharger's turbine 160-1. The EGR valve 170 may be controlled by an EGR actuator module 172.

The engine system 100 may measure the speed of the crankshaft in revolutions per minute (RPM) using an RPM

sensor **180**. The temperature of the engine coolant may be measured using an engine coolant temperature (ECT) sensor **182**. The ECT sensor **182** may be located within the engine **102** or at other locations where the coolant is circulated, such as a radiator (not shown).

The pressure within the intake manifold **110** may be measured using a manifold absolute pressure (MAP) sensor **184**. In various implementations, engine vacuum, which is the difference between ambient air pressure and the pressure within the intake manifold **110**, may be measured. The mass flow rate of air flowing into the intake manifold **110** may be measured using a mass air flow (MAF) sensor **186**. In various implementations, the MAF sensor **186** may be located in a housing that also includes the throttle valve **112**.

The throttle actuator module **116** may monitor the position of the throttle valve **112** using one or more throttle position sensors (TPS) **190**. The ambient temperature of air being drawn into the engine **102** may be measured using an intake air temperature (IAT) sensor **192**. The engine system **100** may also include one or more other sensors. The ECM **114** may use signals from the sensors to make control decisions for the engine system **100**.

The ECM **114** may communicate with a transmission control module **194** to coordinate shifting gears in a transmission (not shown). For example, the ECM **114** may reduce engine torque during a gear shift. The ECM **114** may communicate with a hybrid control module **196** to coordinate operation of the engine **102** and an electric motor **198**.

The electric motor **198** may also function as a generator, and may be used to produce electrical energy for use by vehicle electrical systems and/or for storage in a battery. In various implementations, various functions of the ECM **114**, the transmission control module **194**, and the hybrid control module **196** may be integrated into one or more modules.

Each system that varies an engine parameter may be referred to as an actuator. Each system receives a target actuator value. For example, the throttle actuator module **116** may be referred to as an actuator, and a target throttle opening area may be referred to as the target actuator value. In the example of FIG. 1, the throttle actuator module **116** achieves the target throttle opening area by adjusting an angle of the blade of the throttle valve **112**.

Similarly, the spark actuator module **126** may be referred to as an actuator, while the corresponding target actuator value may be a target spark timing relative to piston TDC. Other actuators may include the cylinder actuator module **120**, the fuel actuator module **124**, the phaser actuator module **158**, the boost actuator module **164**, and the EGR actuator module **172**. For these actuators, the target actuator values may include target number of activated cylinders, target fueling parameters, target intake and exhaust cam phaser angles, target wastegate duty cycle, and target EGR valve opening area, respectively. The ECM **114** may generate the target actuator values to cause the engine **102** to generate a target engine output torque.

Referring now to FIG. 2, a functional block diagram of an example engine control system is presented. An example implementation of the ECM **114** includes a driver torque module **202**, an axle torque arbitration module **204**, and a propulsion torque arbitration module **206**. The ECM **114** may include a hybrid optimization module **208**. The ECM **114** also includes a reserves/loads module **220**, an actuation module **224**, an air control module **228**, a spark control module **232**, a cylinder control module **236**, and a fuel control module **240**. The ECM **114** also includes an air per cylinder (APC) torque

estimation module **244**, a MAP torque estimation module **246**, a boost scheduling module **248**, and a phaser scheduling module **252**.

The driver torque module **202** may determine a driver torque request **254** based on a driver input **255** from the driver input module **104**. The driver input **255** may be based on, for example, a position of an accelerator pedal and a position of a brake pedal. The driver input **255** may also be based on cruise control, which may be an adaptive cruise control system that varies vehicle speed to maintain a predetermined following distance. The driver torque module **202** may store one or more mappings of accelerator pedal position to target torque and may determine the driver torque request **254** based on a selected one of the mappings.

An axle torque arbitration module **204** arbitrates between the driver torque request **254** and other axle torque requests **256**. Axle torque (torque at the wheels) may be produced by various sources including an engine and/or an electric motor. For example, the axle torque requests **256** may include a torque reduction requested by a traction control system when positive wheel slip is detected. Positive wheel slip occurs when axle torque overcomes friction between the wheels and the road surface, and the wheels begin to slip against the road surface. The axle torque requests **256** may also include a torque increase request to counteract negative wheel slip, where a tire of the vehicle slips in the other direction with respect to the road surface because the axle torque is negative.

The axle torque requests **256** may also include brake management requests and vehicle over-speed torque requests. Brake management requests may reduce axle torque to ensure that the axle torque does not exceed the ability of the brakes to hold the vehicle when the vehicle is stopped. Vehicle over-speed torque requests may reduce the axle torque to prevent the vehicle from exceeding a predetermined speed. The axle torque requests **256** may also be generated by vehicle stability control systems.

The axle torque arbitration module **204** outputs a predicted torque request **257** and an immediate torque request **258** based on the results of arbitrating between the received torque requests **254** and **256**. As described below, the predicted and immediate torque requests **257** and **258** from the axle torque arbitration module **204** may selectively be adjusted by other modules of the ECM **114** before being used to control the actuators of the engine system **100**.

In general terms, the immediate torque request **258** is the amount of currently target axle torque, while the predicted torque request **257** is the amount of axle torque that may be needed on short notice. The ECM **114** controls the engine system **100** to produce an axle torque equal to the immediate torque request **258**. However, different combinations of actuator values may result in the same axle torque. The ECM **114** may therefore adjust the target actuator values to enable a faster transition to the predicted torque request **257**, while still maintaining the axle torque at the immediate torque request **258**.

In various implementations, the predicted torque request **257** may be set based on the driver torque request **254**. The immediate torque request **258** may be set to less than the predicted torque request **257** under some circumstances, such as when the driver torque request **254** is causing wheel slip on an icy surface. In such a case, a traction control system (not shown) may request a reduction via the immediate torque request **258**, and the ECM **114** reduces the engine torque output to the immediate torque request **258**. However, the ECM **114** performs the reduction so the engine system **100** can quickly resume producing the predicted torque request **257** once the wheel slip stops.

In general terms, the difference between the immediate torque request 258 and the (generally higher) predicted torque request 257 can be referred to as a torque reserve. The torque reserve may represent the amount of additional torque (above the immediate torque request 258) that the engine system 100 can begin to produce with minimal delay. Fast engine actuators are used to increase or decrease current axle torque with minimal delay. As described in more detail below, fast engine actuators are defined in contrast with slow engine actuators.

In various implementations, fast engine actuators are capable of varying axle torque within a range, where the range is established by the slow engine actuators. The upper limit of the range is the predicted torque request 257, while the lower limit of the range is limited by the torque (varying) capacity of the fast actuators. For example only, fast actuators may only be able to reduce axle torque by a first amount, where the first amount is a measure of the torque capacity of the fast actuators. The first amount may vary based on engine operating conditions set by the slow engine actuators.

When the immediate torque request 258 is within the range, fast engine actuators can be controlled to cause the axle torque to be equal to the immediate torque request 258. When the ECM 114 requests the predicted torque request 257 to be output, the fast engine actuators can be controlled to vary the axle torque to the top of the range, which is the predicted torque request 257.

In general terms, fast engine actuators can change the axle torque more quickly than slow engine actuators. Slow actuators may respond more slowly to changes in their respective actuator values than fast actuators do. For example, a slow actuator may include mechanical components that require time to move from one position to another in response to a change in actuator value. A slow actuator may also be characterized by the amount of time it takes for the axle torque to begin to change once the slow actuator begins to implement the changed actuator value. Generally, this amount of time will be longer for slow actuators than for fast actuators. In addition, even after beginning to change, the axle torque may take longer to fully respond to a change in a slow actuator.

For example only, the ECM 114 may set actuator values for slow actuators to values that would enable the engine system 100 to produce the predicted torque request 257 if the fast actuators were set to appropriate values. Meanwhile, the ECM 114 may set target actuator values for fast actuators to values that, given the slow actuator values, cause the engine system 100 to produce the immediate torque request 258 instead of the predicted torque request 257.

The fast actuators therefore cause the engine system 100 to produce the immediate torque request 258. When the ECM 114 decides to transition the axle torque from the immediate torque request 258 to the predicted torque request 257, the ECM 114 changes the target actuator values for one or more fast actuators to values that correspond to the predicted torque request 257. Because the target actuator values for the slow actuators have already been set based on the predicted torque request 257, the engine system 100 is able to produce the predicted torque request 257 after only the (minimal) delay imposed by the fast actuators. In other words, the longer delay that would otherwise result from changing axle torque using slow actuators is avoided.

For example only, in a spark-ignition engine, spark timing may be a fast actuator value, while throttle opening area may be a slow actuator value. Spark-ignition engines may combust fuels including, for example, gasoline and ethanol, by applying a spark. By contrast, in a compression-ignition engine, fuel flow may be a fast actuator value, while throttle opening

may be used as an actuator value for engine characteristics other than torque. Compression-ignition engines may combust fuels including, for example, diesel fuel, via compression.

When the engine 102 is a spark-ignition engine, the spark actuator module 126 may be a fast actuator and the throttle actuator module 116 may be a slow actuator. After receiving a new target actuator value, the spark actuator module 126 may be able to change spark timing for the following firing event. When the spark timing (also called spark advance) for a firing event is set to an optimum value, a maximum amount of torque may be produced in the combustion stroke immediately following the firing event. However, a spark timing deviating from the optimum value may reduce the amount of torque produced in the combustion stroke. Therefore, the spark actuator module 126 may be able to vary engine output torque as soon as the next firing event occurs by varying spark timing. For example only, a table of optimum spark timings corresponding to different engine operating conditions may be determined during a calibration phase of vehicle design, and the optimum value is selected from the table based on current engine operating conditions.

By contrast, changes in throttle opening area take longer to affect engine output torque. The throttle actuator module 116 changes the throttle opening area by adjusting the angle of the blade of the throttle valve 112. Therefore, once a new actuator value is received, there is a mechanical delay as the throttle valve 112 moves from its previous position to a new position based on the new target actuator value. In addition, air flow changes based on the throttle opening area are subject to air transport delays in the intake manifold 110. Further, increased air flow in the intake manifold 110 is not realized as an increase in engine output torque until the cylinder 118 receives additional air in the next intake stroke, compresses the additional air, and commences the combustion stroke.

Using these actuators as an example, a torque reserve can be created by setting the throttle opening to a value that would allow the engine 102 to produce the predicted torque request 257. Meanwhile, the spark timing can be set based on the immediate torque request 258, which is less than the predicted torque request 257. Although the throttle opening generates enough air flow for the engine 102 to produce the predicted torque request 257, the spark timing is retarded (which reduces torque) based on the immediate torque request 258. The engine output torque will therefore be equal to the immediate torque request 258.

When additional torque is needed, the spark timing can be set based on the predicted torque request 257 or a torque between the predicted and immediate torque requests 257 and 258. By the following firing event, the spark actuator module 126 may return the spark timing to an optimum value, which allows the engine 102 to produce the full engine output torque achievable with the air flow already present. The engine output torque may therefore be quickly increased to the predicted torque request 257 without experiencing delays from changing the throttle opening area.

The axle torque arbitration module 204 may output the predicted torque request 257 and the immediate torque request 258 to a propulsion torque arbitration module 206. In various implementations, the axle torque arbitration module 204 may output the predicted and immediate torque requests 257 and 258 to the hybrid optimization module 208.

The hybrid optimization module 208 may determine how much torque should be produced by the engine 102 and how much torque should be produced by the electric motor 198. The hybrid optimization module 208 then outputs modified predicted and immediate torque requests 259 and 260, respec-

tively, to the propulsion torque arbitration module **206**. In various implementations, the hybrid optimization module **208** may be implemented in the hybrid control module **196**.

The predicted and immediate torque requests received by the propulsion torque arbitration module **206** are converted from an axle torque domain (torque at the wheels) into a propulsion torque domain (torque at the crankshaft). This conversion may occur before, after, as part of, or in place of the hybrid optimization module **208**.

The propulsion torque arbitration module **206** arbitrates between propulsion torque requests **290**, including the converted predicted and immediate torque requests. The propulsion torque arbitration module **206** generates an arbitrated predicted torque request **261** and an arbitrated immediate torque request **262**. The arbitrated torque requests **261** and **262** may be generated by selecting a winning request from among received torque requests. Alternatively or additionally, the arbitrated torque requests may be generated by modifying one of the received requests based on another one or more of the received torque requests.

For example, the propulsion torque requests **290** may include torque reductions for engine over-speed protection, torque increases for stall prevention, and torque reductions requested by the transmission control module **194** to accommodate gear shifts. The propulsion torque requests **290** may also result from clutch fuel cutoff, which reduces the engine output torque when the driver depresses the clutch pedal in a manual transmission vehicle to prevent a flare (rapid rise) in engine speed.

The propulsion torque requests **290** may also include an engine shutoff request, which may be initiated when a critical fault is detected. For example only, critical faults may include detection of vehicle theft, a stuck starter motor, electronic throttle control problems, and unexpected torque increases. In various implementations, when an engine shutoff request is present, arbitration selects the engine shutoff request as the winning request. When the engine shutoff request is present, the propulsion torque arbitration module **206** may output zero as the arbitrated predicted and immediate torque requests **261** and **262**.

In various implementations, an engine shutoff request may simply shut down the engine **102** separately from the arbitration process. The propulsion torque arbitration module **206** may still receive the engine shutoff request so that, for example, appropriate data can be fed back to other torque requestors. For example, all other torque requestors may be informed that they have lost arbitration.

The reserves/loads module **220** receives the arbitrated predicted and immediate torque requests **261** and **262**. The reserves/loads module **220** may adjust the arbitrated predicted and immediate torque requests **261** and **262** to create a torque reserve and/or to compensate for one or more loads. The reserves/loads module **220** then outputs adjusted predicted and immediate torque requests **263** and **264** to the actuation module **224**.

For example only, a catalyst light-off process or a cold start emissions reduction process may require retarded spark timing. The reserves/loads module **220** may therefore increase the adjusted predicted torque request **263** above the adjusted immediate torque request **264** to create retarded spark for the cold start emissions reduction process. In another example, the air/fuel ratio of the engine and/or the mass air flow may be directly varied, such as by diagnostic intrusive equivalence ratio testing and/or new engine purging. Before beginning these processes, a torque reserve may be created or increased to quickly offset decreases in engine output torque that result from leaning the air/fuel mixture during these processes.

The reserves/loads module **220** may also create or increase a torque reserve in anticipation of a future load, such as power steering pump operation or engagement of an air conditioning (A/C) compressor clutch. The reserve for engagement of the A/C compressor clutch may be created when the driver first requests air conditioning. The reserves/loads module **220** may increase the adjusted predicted torque request **263** while leaving the adjusted immediate torque request **264** unchanged to produce the torque reserve. Then, when the NC compressor clutch engages, the reserves/loads module **220** may increase the adjusted immediate torque request **264** by the estimated load of the A/C compressor clutch.

The actuation module **224** receives the adjusted predicted and immediate torque requests **263** and **264**. The actuation module **224** determines how the adjusted predicted and immediate torque requests **263** and **264** will be achieved. The actuation module **224** may be engine type specific. For example, the actuation module **224** may be implemented differently or use different control schemes for spark-ignition engines versus compression-ignition engines.

In various implementations, the actuation module **224** may define a boundary between modules that are common across all engine types and modules that are engine type specific. For example, engine types may include spark-ignition and compression-ignition. Modules prior to the actuation module **224**, such as the propulsion torque arbitration module **206**, may be common across engine types, while the actuation module **224** and subsequent modules may be engine type specific.

For example, in a spark-ignition engine, the actuation module **224** may vary the opening of the throttle valve **112** as a slow actuator that allows for a wide range of torque control. The actuation module **224** may disable cylinders using the cylinder actuator module **120**, which also provides for a wide range of torque control, but may also be slow and may involve drivability and emissions concerns. The actuation module **224** may use spark timing as a fast actuator. However, spark timing may not provide as much range of torque control. In addition, the amount of torque control possible with changes in spark timing (referred to as spark reserve capacity) may vary as air flow changes.

In various implementations, the actuation module **224** may generate an air torque request **265** based on the adjusted predicted torque request **263**. The air torque request **265** may be equal to the adjusted predicted torque request **263**, setting air flow so that the adjusted predicted torque request **263** can be achieved by changes to other (e.g., fast) actuators.

Target actuator values for airflow controlling actuators may be determined based on the air torque request **265**. For example only, the air control module **228** (see also FIG. 3) may determine a target manifold absolute pressure (MAP) **266**, a target throttle opening (e.g., area) **267**, and/or a target air per cylinder (APC) **268** based on the air torque request **265**. The boost scheduling module **248** may determine a target duty cycle **269** for the wastegate **162** based on the target MAP **266**. While the target duty cycle **269** will be discussed, the boost scheduling module **248** may determine another suitable value for controlling the wastegate **162**. The phaser scheduling module **252** may determine target intake and exhaust cam phaser angles **270** and **271** based on the target APC **268**. In various implementations, the air control module **228** may also determine a target opening of the EGR valve **170** based on the air torque request **265**.

The actuation module **224** may also generate a spark torque request **272**, a cylinder shut-off torque request **273**, and a fuel torque request **274**. The spark control module **232** may determine how much to retard the spark timing (which reduces engine output torque) from an optimum spark timing based

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on the spark torque request 272. For example only, a torque relationship may be inverted to solve for a desired spark timing 299. For a given torque request (T_{des}), the desired spark timing (S_{des}) 299 may be determined based on:

$$S_{des} = f^{-1}(T_{des}, APC, I_M, E_M, AF, OT, \#). \quad (0)$$

This relationship may be embodied as an equation and/or as a lookup table. The air/fuel ratio (AF) may be the actual air/fuel ratio, as reported by the fuel control module 240. The spark control module 232 may also generate a target spark timing 275, as discussed further below in conjunction with FIG. 3.

When the spark timing is set to the optimum spark timing, the resulting torque may be as close to a maximum best torque (MBT) as possible. MBT refers to the maximum engine output torque that is generated for a given air flow as spark timing is advanced, while using fuel having an octane rating greater than a predetermined octane rating and using stoichiometric fueling. The spark timing at which this maximum torque occurs is referred to as an MBT spark timing. The optimum spark timing may differ slightly from MBT spark timing because of, for example, fuel quality (such as when lower octane fuel is used) and environmental factors. The engine output torque at the optimum spark timing may therefore be less than MBT.

The cylinder shut-off torque request 273 may be used by the cylinder control module 236 to determine a target number of cylinders to deactivate 276. The cylinder control module 236 may also instruct the fuel control module 240 to stop providing fuel for deactivated cylinders and may instruct the spark control module 232 to stop providing spark for deactivated cylinders. The spark control module 232 may stop providing spark to a cylinder once an fuel/air mixture that is already present in the cylinder has been combusted.

The fuel control module 240 may vary the amount of fuel provided to each cylinder based on the fuel torque request 274. More specifically, the fuel control module 240 may generate target fueling parameters 277 based on the fuel torque request 274. The target fueling parameters 277 may include, for example, target mass of fuel, target injection starting timing, and target number of fuel injections.

During normal operation of a spark-ignition engine, the fuel control module 240 may operate in an air lead mode in which the fuel control module 240 attempts to maintain a stoichiometric air/fuel ratio by controlling fueling based on air flow. The fuel control module 240 may determine a target fuel mass that will yield stoichiometric combustion when combined with a present mass of air per cylinder (APC).

In compression-ignition systems, the fuel control module 240 may operate in a fuel lead mode in which the fuel control module 240 determines a target fuel mass for each cylinder that satisfies the fuel torque request 274 while minimizing emissions, noise, and fuel consumption. In the fuel lead mode, air flow is controlled based on fuel flow and may be controlled to yield a lean air/fuel ratio. In addition, the air/fuel ratio may be maintained above a predetermined level, which may prevent black smoke production in dynamic engine operating conditions.

The air control module 228 generates the target MAP 266 further based on a MAP estimated torque 278. The MAP estimated torque 278 corresponds to an estimated value of the present engine torque output determined based on a MAP 279 measured using the MAP sensor 184. The MAP torque estimation module 246 generates the MAP estimated torque 278 based on the MAP 279 and other measured engine operating parameters. For example, the MAP torque estimation module 246 generates the MAP estimated torque 278 using the relationship:

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$$T_{MAP} = f(MAP, RPM, S_M, I_M, E_M, AF, OT, \#), \quad (1)$$

where T_{MAP} is the MAP estimated torque 278, MAP is the MAP 279, RPM is engine speed (rotational speed of the crankshaft), S_M is present spark timing 280 being used by the spark actuator module 126, I_M is a measured intake cam phaser angle 281, E_M is a measured exhaust cam phaser angle 282, AF is the present air/fuel ratio being used by the fuel actuator module 124, OT is oil temperature, and # is the present number of cylinders that are activated. The relationship may be embodied as an equation or as a look-up table.

The phaser scheduling module 252 may provide the measured intake and exhaust cam phaser angles 281 and 282. The phaser scheduling module 252 may generate the measured intake and exhaust cam phaser angles 281 and 282 based on previous values of the measured intake and exhaust cam phaser angles 281 and 282 and the target intake and exhaust cam phaser angles 270 and 271. For example, the phaser scheduling module 252 may generate the measured intake and exhaust cam phaser angles 281 and 282 using the relationships:

$$I_M = f(I_T) + k * (I_T - I_{M_PREV}), \quad (2)$$

and

$$E_T = f(E_T) + k * (E_T - E_{M_PREV}), \quad (3)$$

where I_M is the measured intake cam phaser angle 281, I_T is the target intake cam phaser angle 270, k is a predetermined scalar/gain value, I_{M_PREV} is a previous value of the measured intake cam phaser angle 281, E_M is the measured exhaust cam phaser angle 282, E_T is the target exhaust cam phaser angle 271, k is a predetermined scalar/gain value, and E_{M_PREV} is a previous value of the measured exhaust cam phaser angle 282.

The air control module 228 generates the target MAP 266, the target throttle opening 267, and the target APC 268 further based on an APC estimated torque 283. The APC estimated torque 283 corresponds to an estimated value of the present engine torque output determined based on a present APC 284. The present APC 284 is determined based on one or more measured parameters, such as the MAF, the MAP, and/or the IAT. The APC torque estimation module 244 generates the APC estimated torque 283 based on the present APC 284 and other measured engine operating parameters. The APC torque estimation module 244 generates the APC estimated torque 283 using the relationship:

$$T_{APC} = f(APC, RPM, S_M, I_M, E_M, AF, OT, \#), \quad (4)$$

where T_{APC} is the APC estimated torque 283, APC_M is the present APC 284, RPM is the engine speed, S_M is the present spark timing 280 being used by the spark actuator module 126, I_M is the measured intake cam phaser angle 281, E_M is the measured exhaust cam phaser angle 282, AF is the present air/fuel ratio being used by the fuel actuator module 124, OT is the oil temperature, and # is the present number of cylinders that are activated. The relationship may be embodied as an equation or as a look-up table.

The air control module 228 may output the target throttle opening 267 to the throttle actuator module 116. The throttle actuator module 116 regulates the throttle valve 112 to produce the target throttle opening 267. The air control module 228 may output the target MAP 266 to the boost scheduling module 248. The boost scheduling module 248 controls the wastegate 162 based on the target MAP 266. The air control module 228 outputs the target APC 268 to the phaser scheduling module 252. Based on the target APC 268 and the engine speed (and/or crankshaft position), the phaser sched-

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uling module 252 may control positions of the intake and/or exhaust cam phasers 148 and 150 via the phaser actuator module 158.

Referring now to FIG. 3, a functional block diagram of an example implementation of the air control module 228 is presented. A torque error module 304 determines a torque error 308 based on a difference between the air torque request 265 and the APC estimated torque 283. For example, the torque error module 304 may set the torque error 308 equal to the air torque request 265 minus the APC estimated torque 283.

An adjustment module 312 generates a torque adjustment 316 based on the torque error 308. The adjustment module 312 may generate the torque adjustment 316, for example, using the relationship:

$$T_{ADJ} = K_P * (T_{ERROR}) + K_I * T_{ERROR} \Delta t, \quad (5)$$

where T_{ADJ} is the torque adjustment 316, K_P is a proportional gain, T_{ERROR} is the torque error 308, and K_I is an integral gain. In various implementations, another suitable type of closed-loop controller may be used to generate the torque adjustment 316 based on the torque error 308.

A target determination module 320 determines a target torque 324 based on the air torque request 265 and the torque adjustment 316. For example, the target determination module 320 may set the target torque 324 equal to the air torque request 265 plus the torque adjustment 316.

A target APC module 328 generates the target APC 268 based on the target torque 324, the target spark timing 275, and the target intake and exhaust cam phaser angles 270 and 271. The target APC module 328 generates the target APC 268 further based on the engine speed, the present air/fuel ratio, the oil temperature, and the present number of active cylinders. Relationship (4) provided above may be inverted and solved to determine the target APC 268. For example, the target APC module 328 may generate the target APC 268 using the relationship:

$$APC_T = T^{-1}(T_T, RPM, S_T, I_T, E_T, AF, OT, \#), \quad (6)$$

where APC_T is the target APC 268, T_T is the target torque 324, RPM is engine speed, S_T is the target spark timing 275, I_T is the target intake cam phaser angle 270, E_T is the target exhaust cam phaser angle 271, AF is the present air/fuel ratio being used by the fuel actuator module 124, OT is the oil temperature, # is the present number of cylinders that are activated, and T^{-1} denotes inversion of relationship (4) above used to relate the present APC 284 to the APC estimated torque 283. This relationship may be embodied as an equation or as a look-up table.

As stated above, the phaser scheduling module 252 generates the target intake and exhaust cam phaser angles 270 and 271 based on the target APC 268. The phaser scheduling module 252 may first apply a filter to the target APC 268, such as a low pass filter (LPF), to generate a filtered target APC (not shown). The phaser scheduling module 252 may determine the target intake and exhaust cam phaser angles 270 and 271 based on the filtered target APC and the engine speed. For example, the phaser scheduling module 252 may generate the target intake and exhaust cam phaser angles 270 and 271 using the relationships:

$$I_T = f(RPM, APC_{T_F}); \quad (7)$$

and

$$E_T = f(RPM, APC_{T_F}), \quad (8)$$

where I_T is the target intake cam phaser angle 270, RPM is the engine speed, APC_{T_F} is the filtered target APC, and E_T is the

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target exhaust cam phaser angle 271. These relationships may be embodied as equations or as look-up tables. The phaser actuator module 158 controls the intake and exhaust cam phasers 148 and 150 based on the target intake and exhaust cam phaser angles 270 and 271, respectively.

A target MAP module 332 generates the target MAP 266 based on the target torque 324, the target spark timing 275, and the target intake and exhaust cam phaser angles 270 and 271. The target MAP module 332 generates the target MAP 266 further based on the engine speed, the present air/fuel ratio, the oil temperature, the present number of active cylinders, and an estimated torque difference 336. Relationship (1) provided above may be inverted and solved to determine the target MAP 266. For example, the target MAP module 332 may generate the target MAP 266 using the relationship:

$$MAP_T = T^{-1}((T_T * f(T_{EST_DIFF})), RPM, S_T, I_T, E_T, AF, OT, \#), \quad (9)$$

where MAP_T is the target MAP 266, T_T is the target torque 324, T_{EST_DIFF} is the estimated torque difference 336, RPM is the engine speed, S_T is the target spark timing 275, I_T is the target intake cam phaser angle 270, E_T is the target exhaust cam phaser angle 271, AF is the present air/fuel ratio being used by the fuel actuator module 124, OT is the oil temperature, # is the present number of cylinders that are activated, and T^{-1} denotes inversion of relationship (1) above used to relate the MAP 279 to the MAP estimated torque 278. This relationship may be embodied as an equation or as a look-up table.

A difference module 340 determines the estimated torque difference 336. The difference module 340 determines the estimated torque difference 336 based on a difference between the MAP estimated torque 278 and the APC estimated torque 283. The difference module 340 may also apply a filter to the difference between the MAP estimated torque 278 and the APC estimated torque 283, such as a low pass filter, and output the filtered difference as the estimated torque difference 336.

As stated above, the boost scheduling module 248 may generate the target wastegate duty cycle 269 based on the target APC 268. The boost actuator module 164 controls the wastegate 162 (and therefore the turbocharger) based on the target wastegate duty cycle 269.

A target MAF module 344 generates a target MAF 348 into the engine 102 based on the target APC 268. The target MAF module 344 generates the target MAF 348 further based on the engine speed and the total number of cylinders of the engine 102. For example, the target MAF module 344 may generate the target MAF 348 using the relationship:

$$MAF_T = \frac{APC_T * RPM}{k_{CYL}}, \quad (10)$$

where MAF_T is the target MAF 348, APC_T is the target APC 268, RPM is the engine speed, and k_{CYL} is a predetermined value set based on the total number of cylinders of the engine 102. For example only, k_{CYL} may be approximately 15 for an 8-cylinder engine and approximately 30 for a 4-cylinder engine.

A target area module 352 determines the target throttle opening 267 for the throttle valve 112 based on the target MAF 348. The target area module 352 determines the target throttle opening 267 further based on the target MAP 266, an air temperature, and a barometric pressure. For example, the target area module 352 may determine the target throttle opening 267 using the relationship:

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$$AREA_T = \frac{MAF_T * \sqrt{R_{GAS} * T}}{B * \phi \left(\frac{MAP_T}{B} \right)}, \quad (11)$$

where $AREA_T$ is the target throttle opening 267, MAF_T is the target MAF 348, MAP_T is the target MAP, R_{GAS} is the ideal gas constant, T is the air temperature (e.g., ambient or intake), B is the barometric pressure, and ϕ represents an air density function. As stated above, the throttle actuator module 116 controls the throttle valve 112 based on the target throttle opening 267.

Referring back to the determination of the target spark timing 275, the torque relationship (4) provided above may be inverted to solve for a spark APC (not shown). For example, the spark control module 232 may determine the spark APC using the relationship:

$$APC_{SPARK} = T^{-1}(T_{SPARK}, RPM, S_M, I_T, E_T, AF, OT, \#), \quad (12)$$

where APC_{SPARK} is the spark APC, T_{SPARK} is the spark torque request 272, RPM is the engine speed, S_M is the present spark timing 280 being used by the spark actuator module 126, I_T is the target intake cam phaser angle 270, E_T is the target exhaust cam phaser angle 271, AF is the present air/fuel ratio being used by the fuel actuator module 124, OT is the oil temperature, $\#$ is the present number of cylinders that are activated, and T^{-1} denotes inversion of relationship (4) above used to relate the present APC 284 to the APC estimated torque 283. In various implementations, the air torque request 265 may be used in the place of the spark torque request 272. This relationship may be embodied as an equation or as a look-up table.

The spark control module 232 determines the target spark timing 275 based on the spark APC and the engine speed. For example, the spark control module 232 may determine the target spark timing 275 using the relationship:

$$S_T = f(APC_{SPARK}, RPM), \quad (13)$$

where S_T is the target spark timing 275, APC_{SPARK} is the spark APC, and RPM is the engine speed.

Relative to using the present spark timing 280 (S_M), the measured intake cam phaser angle 281 (I_M), and the measured exhaust cam phaser angle 282 (E_M), determining the target MAP 266, the target throttle opening 267, and the target APC 268 based on the target intake and exhaust cam phaser angles 270 and the target spark timing 275 may improve drivability and decrease the delay associated with changing engine torque output. Determining the target MAP 266, the target throttle opening 267, and the target APC 268 based on the target intake and exhaust cam phaser angles 270 and the target spark timing 275 may also provide a decrease in fuel consumption as excessive airflow into the engine 102 (e.g., via opening the throttle valve 112) may be prevented.

Referring now to FIG. 4, a flowchart depicting an example method of controlling the throttle valve 112, the intake and exhaust cam phasers 148 and 150, the wastegate 162, and spark timing is presented. Control may begin with 404 where the actuation module 224 generates the air torque request 265, the APC torque estimation module 244 generates the APC estimated torque 283, and the MAP torque estimation module 246 generates the MAP estimated torque 278. As discussed above, the APC torque estimation module 244 generates the APC estimated torque 283 based on the measured intake and exhaust cam phaser angles 281 and 282, the present spark timing 280, and the present APC 284. As also discussed above, the MAP torque estimation module 246 generates the

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MAP estimated torque 278 based on the measured intake and exhaust cam phaser angles 281 and 282, the present spark timing 280, and the MAP 279.

At 408, the difference module 340 determines the estimated torque difference 336, the torque error module 304 determines the torque error 308, the adjustment module 312 determines the torque adjustment 316, and the target determination module 320 determines the target torque 324. The difference module 340 determines the estimated torque difference 336 based on a difference between the APC estimated torque 283 and the MAP estimated torque 278. The torque error module 304 determines the torque error 308 based on a difference between the air torque request 265 and the APC estimated torque 283. The adjustment module 312 determines the torque adjustment 316 based on the torque error 308. The target determination module 320 determines the target torque 324 based on a sum of the air torque request 265 and the torque adjustment 316.

The target APC module 328 generates the target APC 268 and the target MAP module 332 generates the target MAP 266 at 412. The target APC module 328 generates the target APC 268 based on the target intake and exhaust cam phaser angles 270 and 271 and the target spark timing 275, as discussed above. The target MAP module 332 generates the target MAP 266 based on the target intake and exhaust cam phaser angles 270 and 271 and the target spark timing 275, as discussed above.

At 416, the target MAF module 344 generates the target MAF 348. The target MAF module 344 generates the target MAF 348 based on the target APC 268, as discussed above. At 420, the boost scheduling module 248 generates the target duty cycle 269 for the wastegate 162 based on the target MAP 266, as discussed above. Also at 420, the phaser scheduling module 252 generates the target intake and exhaust cam phaser angles 270 and 271 based on the target APC 268, as discussed above. Also at 420, the target area module 352 determines the target throttle opening 267 based on the target MAF 348 and the target MAP 266, as discussed above.

The spark control module 232 generates the target spark timing 275 based on the target intake and exhaust cam phaser angles 270 and 271 at 424, as described above. At 428, the boost actuator module 164 controls the wastegate 162 based on the target duty cycle 269, the throttle actuator module 116 controls the throttle valve 112 based on the target throttle opening 267, the phaser actuator module 158 controls the intake and exhaust cam phasers 148 and 150 based on the target intake and exhaust cam phaser angles 270 and 271, respectively, and the spark actuator module 126 controls provision spark based on the desired spark timing 299. While FIG. 4 is shown as ending after 428, FIG. 4 may be illustrative of one control loop, and control may return to 404.

The foregoing description is merely illustrative in nature and is in no way intended to limit the disclosure, its application, or uses. The broad teachings of the disclosure can be implemented in a variety of forms. Therefore, while this disclosure includes particular examples, the true scope of the disclosure should not be so limited since other modifications will become apparent upon a study of the drawings, the specification, and the following claims. For purposes of clarity, the same reference numbers will be used in the drawings to identify similar elements. As used herein, the phrase at least one of A, B, and C should be construed to mean a logical (A or B or C), using a non-exclusive logical OR. It should be understood that one or more steps within a method may be executed in different order (or concurrently) without altering the principles of the present disclosure.

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As used herein, the term module may refer to, be part of, or include an Application Specific Integrated Circuit (ASIC); a discrete circuit; an integrated circuit; a combinational logic circuit; a field programmable gate array (FPGA); a processor (shared, dedicated, or group) that executes code; other suitable hardware components that provide the described functionality; or a combination of some or all of the above, such as in a system-on-chip. The term module may include memory (shared, dedicated, or group) that stores code executed by the processor.

The term code, as used above, may include software, firmware, and/or microcode, and may refer to programs, routines, functions, classes, and/or objects. The term shared, as used above, means that some or all code from multiple modules may be executed using a single (shared) processor. In addition, some or all code from multiple modules may be stored by a single (shared) memory. The term group, as used above, means that some or all code from a single module may be executed using a group of processors. In addition, some or all code from a single module may be stored using a group of memories.

The apparatuses and methods described herein may be partially or fully implemented by one or more computer programs executed by one or more processors. The computer programs include processor-executable instructions that are stored on at least one non-transitory tangible computer readable medium. The computer programs may also include and/or rely on stored data. Non-limiting examples of the non-transitory tangible computer readable medium include nonvolatile memory, volatile memory, magnetic storage, and optical storage.

What is claimed is:

1. A control system for an engine, comprising:
 - a target air per cylinder (APC) module that determines a target APC based on a target spark timing, a target intake cam phaser angle, and a target exhaust cam phaser angle;
 - a target area module that determines a target opening of a throttle valve of the engine based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle and that controls the throttle valve based on the target opening; and
 - a phaser scheduling module that determines the target intake and exhaust cam phaser angles based on the target APC and that controls intake and exhaust cam phasers of the engine based on the target intake and exhaust cam phaser angles, respectively.
2. The control system of claim 1 further comprising:
 - a target manifold absolute pressure (MAP) module that determines a target MAP based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle; and
 - a boost scheduling module that determines a target duty cycle of a wastegate of a turbocharger based on the target MAP and that controls the wastegate of the turbocharger based on the target duty cycle.
3. The control system of claim 2 further comprising a target mass air flowrate (MAF) module that determines a target MAF into the engine based on the target APC, wherein the target area module determines the target opening based on the target MAF and the target MAP.
4. The control system of claim 2 further comprising:
 - a first torque estimation module that determines a first estimated torque output of the engine based on a MAP measured using a MAP sensor; and
 - a second torque estimation module that determines a second estimated torque output of the engine based on a present APC of the engine,

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wherein the target MAP module determines the target MAP further based on the first estimated torque and the second estimated torque.

5. The control system of claim 4 wherein the target MAP module determines the target MAP based on the target spark timing, the target intake cam phaser angle, the target exhaust cam phaser angle, and a difference between the first estimated torque and the second estimated torque.

6. The control system of claim 4 wherein the target APC module determines the target APC further based on the second estimated torque.

7. The control system of claim 6 further comprising an actuation module that generates an air torque request based on a driver torque request,

wherein the target APC module determines the target APC further based on the air torque request.

8. The control system of claim 7 further comprising:
 - a torque error module that determines a torque error based on a difference between the second estimated torque and the air torque request;

an adjustment module that determines a torque adjustment based on the torque error; and

a target determination module that determines a target torque based on the air torque request and the torque adjustment,

wherein the target APC module determines the target APC based on the target spark timing, the target intake cam phaser angle, the target exhaust cam phaser angle, and the target torque.

9. The control system of claim 8 wherein the target determination module sets the target torque equal to a sum of the air torque request and the torque adjustment.

10. The control system of claim 1 further comprising a spark control module that determines the target spark timing based on the target intake and exhaust cam phaser angles.

11. A control method for an engine, comprising:
 - determining a target air per cylinder (APC) based on a target spark timing, a target intake cam phaser angle, and a target exhaust cam phaser angle;

determining a target opening of a throttle valve of the engine based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle;

controlling the throttle valve based on the target opening; determining the target intake and exhaust cam phaser angles based on the target APC; and

controlling intake and exhaust cam phasers of the engine based on the target intake and exhaust cam phaser angles, respectively.

12. The control method of claim 11 further comprising:
 - determining a target manifold absolute pressure (MAP) based on the target spark timing, the target intake cam phaser angle, and the target exhaust cam phaser angle;
 - determining a target duty cycle of a wastegate of a turbocharger based on the target MAP; and
 - controlling the wastegate of the turbocharger based on the target duty cycle.

13. The control method of claim 12 further comprising:
 - determining a target mass air flowrate (MAF) into the engine based on the target APC; and
 - determining the target opening of the throttle valve based on the target MAF and the target MAP.

14. The control method of claim 12 further comprising:
 - determining a first estimated torque output of the engine based on a MAP measured using a MAP sensor;
 - determining a second estimated torque output of the engine based on a present APC of the engine; and

determining the target MAP further based on the first estimated torque and the second estimated torque.

15. The control method of claim **14** further comprising determining the target MAP based on the target spark timing, the target intake cam phaser angle, the target exhaust cam phaser angle, and a difference between the first estimated torque and the second estimated torque. 5

16. The control method of claim **14** further comprising determining the target APC further based on the second estimated torque. 10

17. The control method of claim **16** further comprising: generating an air torque request based on a driver torque request; and determining the target APC further based on the air torque request. 15

18. The control method of claim **17** further comprising: determining a torque error based on a difference between the second estimated torque and the air torque request; determining a torque adjustment based on the torque error; and determining a target torque based on the air torque request and the torque adjustment; and determining the target APC based on the target spark timing, the target intake cam phaser angle, the target exhaust cam phaser angle, and the target torque. 20 25

19. The control method of claim **18** further comprising setting the target torque equal to a sum of the air torque request and the torque adjustment.

20. The control method of claim **11** further comprising determining the target spark timing based on the target intake and exhaust cam phaser angles. 30

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